

tively inexpensive and should be replaced when found to be faulty.

The control cables can be lubricated either with oil or with any of the popular cable lubricants and a cable lubricator. The first method requires more time and the complete lubrication of the entire cable is less certain.

Oil method

1. Disconnect the cable from the throttle, choke and both the front and rear brake levers.
2. Make a cone of stiff paper and tape it to the end of the cable sheath.
3. Hold the cable upright and pour a small amount of light oil (SAE 10W/30) into the cone. Work the cable in and out of the sheath for several minutes to help the oil work its way down to the end of the cable.

NOTE

To avoid a mess, place a shop cloth at the end of the cable to catch the oil as it runs out.

4. Remove the cone, reconnect the cable and adjust the cable(s) as described in this chapter.

Lubricator method

1. Disconnect the cables from the throttle, choke and both front and the rear brake levers.
2. Attach a lubricator following the manufacturer's instructions.
3. Insert the nozzle of the lubricant can in the lubricator, press the button on the can and hold it down until the lubricant begins to flow out of the other end of the cable.

NOTE

Place a shop cloth at the end of the cable(s) to catch all excess lubricant that will flow out.

4. Remove the lubricator, reconnect the cable(s) and adjust the cable(s) as described in this chapter.

Steering Shaft Holder Bearing Lubrication

Grease the steering shaft holder bearing at the interval indicated in **Table 1**. Use a good grade multipurpose grease.

The steering shaft must be partially disassembled for this procedure; refer to Chapter Nine.

Miscellaneous Lubrication Points

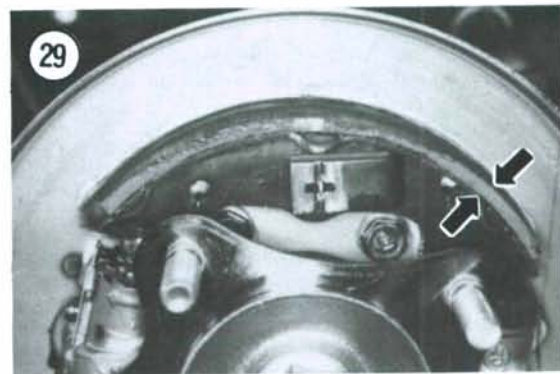
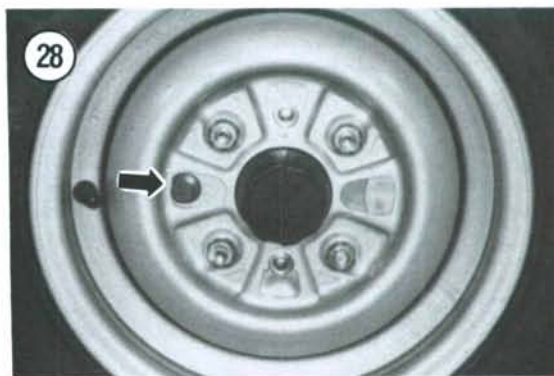
Lubricate the front brake lever, rear brake lever and rear brake pedal pivot points.

PERIODIC MAINTENANCE

Front Brake Lining Inspection

At the interval indicated in **Table 1**, inspect the front brake lining thickness. The front brakes are not equipped with wear indicators.

1. Remove the rubber inspection cap (**Figure 28**) from the front wheel and brake drum.
2. Move the vehicle in either direction until the inspection hole aligns with one of the brake linings.



NOTE

Figure 29 is shown with the brake drum removed for clarity. It is not necessary to remove the brake drum for this procedure.

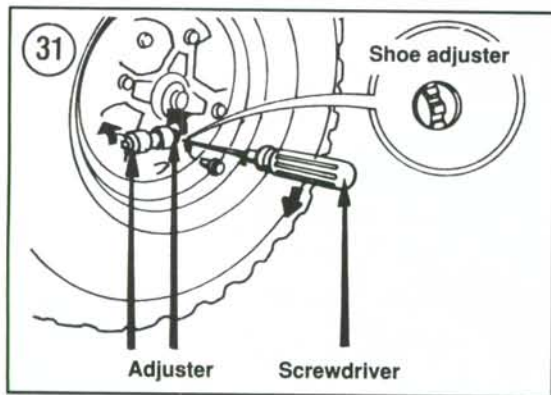
3. Measure the lining thickness (**Figure 29**) with a vernier caliper. Then roll the vehicle again and measure the other brake lining.

4. If either brake lining is worn to within 1.0 mm (0.04 in.) of the metal backing plate, both brake shoes must be replaced as described in Chapter Twelve. Replace both brake shoes in each front wheel at the same time even though only one requires replacement.

CAUTION

If the inspection cap is not completely seated in the brake drum it will allow water to enter the brake drum leading to brake failure and damage.

5. Install the rubber inspection cap. Make sure it is pressed completely into the wheel and brake drum for a good water-tight seal.



Rear Brake Lining Inspection

At the interval indicated in **Table 1**, inspect the rear brake lining wear indicator. Apply the rear brake fully, if the index line on the brake arm camshaft aligns with the index mark on the brake backing plate (**Figure 30**); replace the rear brake shoes as described in Chapter Twelve.

Front Brake Adjustment

1. Place the vehicle on level ground and set the parking brake. Block the rear wheels so the vehicle will not roll in either direction.
2. Place wood block(s) under the frame to support the vehicle with both front wheels off the ground.
3. Remove the rubber inspection cap (**Figure 28**) from the front wheel and brake drum.
4. Rotate the wheel until the inspection hole aligns with the brake adjuster.
5. Insert a flat bladed screwdriver through the hole in the wheel and onto the notches of the adjuster (**Figure 31**). Move the screwdriver handle *down* and rotate the adjuster *up*.
6. Continue to rotate the adjuster up while rotating the wheel. Rotate the adjuster until the wheel is locked in place and cannot rotate.
7. Now move the screwdriver handle in the opposite way and rotate the adjusters down, three notches. At this time the wheel should rotate freely without any brake shoe drag.
8. Perform Steps 3-7 for the other wheel.

CAUTION

When rotating the wheels and applying the brakes, if there is a metal-to-metal sound, the brake lining may be worn down to the metal backing plate. Refer to Chapter Twelve and inspect the brake linings, replace as necessary.

9. Rotate both front wheels and apply the brakes several times. Both wheels should stop at the same time.
10. Rotate each wheel and make sure the brakes are not dragging. Readjust if necessary.

CAUTION

If the inspection cap is not completely seated in the brake drum it will allow water to enter the brake drum leading to brake failure and damage.

11. Install the rubber inspection cap. Make sure it is pressed completely into the wheel and brake drum for a good water-tight seal.

Rear Brake Adjustment

NOTE

Adjust the rear brake lever free-play prior to adjusting the rear brake pedal.

Rear brake lever adjustment

The rear left-hand brake lever adjustment should be inspected at the interval indicated in **Table 1** and adjusted if necessary to maintain the proper amount of free play. Free play is the distance the lever travels from the at-rest position to the applied position when the lever is lightly pulled by hand toward the hand grip.

The rear left-hand brake lever should travel about 15-20 mm (5/8-3/4 in.) before the brake shoes come in contact with the brake drum, but must not be adjusted so closely that the brake shoes contact the brake drum with the lever relaxed.

Minor adjustments can be made at the upper adjuster (hand brake lever) and major adjustments made at the lower adjustment nut at the rear brake arm.

If adjustment is necessary, perform the following:

1. Slide the rubber boot (A, **Figure 32**) off the hand lever adjuster.
2. Loosen the locknut (B, **Figure 32**) and turn the adjuster (C, **Figure 32**) until the proper amount of free play is achieved.
3. If the proper amount of free play cannot be achieved, loosen the locknut and turn the adjuster all the way in toward the hand grip. Hold onto the adjuster and tighten the locknut securely.
4. At the rear brake pivot arm, turn the *upper* adjustment nut (A, **Figure 33**) in or out to achieve the correct amount of free play.

NOTE

Make sure the cut out relief in the adjustment nut is properly seated on the brake arm pivot pin.

5. If necessary, readjust the upper adjuster for fine adjustment. Slide the rubber boot back into place.

Rear brake pedal adjustment

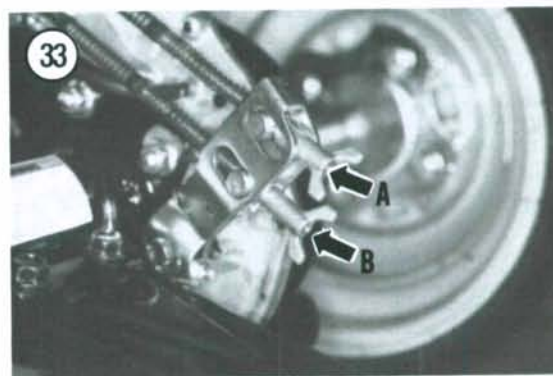
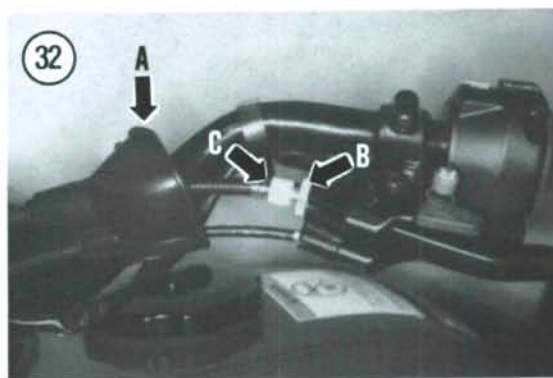
The rear brake pedal adjustment should be inspected at the interval indicated in **Table 1** and adjusted if necessary to maintain the proper amount of free play. Free play is the distance the pedal travels from the at-rest position to the applied position when the pedal is lightly depressed by hand.

The brake pedal should travel about 15-20 mm (5/8-3/4 in.) before the brake shoes come in contact with the brake drum, but must not be adjusted so closely that the brake shoes contact the brake drum with the pedal relaxed.

If adjustment is necessary, turn the *lower* adjustment nut (B, **Figure 33**) in or out to achieve the correct amount of free play.

NOTE

Make sure the cut out relief in the adjustment nut is properly seated on the brake arm pivot pin.



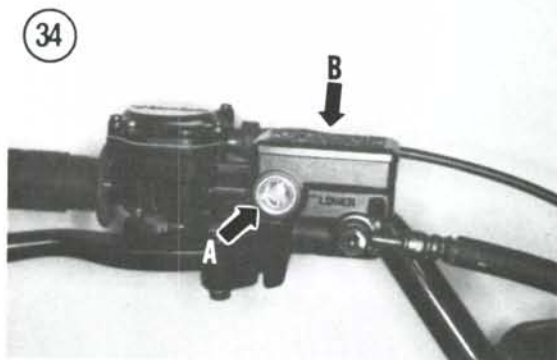
Hydraulic Brake Fluid Level

The hydraulic brake fluid in the reservoir should be up to the upper line within the master cylinder body and never below the lower line visible in the viewing port (A, **Figure 34**) on the exterior of the master cylinder body. If necessary, correct the level by adding fresh brake fluid.

1. Clean any dirt from the area around the cover prior to removing the cover.
2. Remove the screws securing the cover (B, **Figure 34**) and remove the cover, the diaphragm plate and the diaphragm.

WARNING

Use brake fluid marked DOT 3 or DOT 4. Others may vaporize and cause brake failure. Do not intermix different brands or types of brake fluid as they may not be compatible. Do not intermix silicone based (DOT 5) brake fluid as it can cause brake component damage leading to brake system failure.



CAUTION

Be careful when adding brake fluid. Do not spill it on painted, plated, plastic or rubber surfaces as it will destroy the finish. Wash off the area immediately with soapy water and thoroughly rinse it off with clean water.

3. Add brake fluid to bring the fluid level to the upper line within the master cylinder body.
4. Reinstall the diaphragm, diaphragm plate and the cover. Tighten the cover screws securely.

Hydraulic Brake Lines

Check the brake lines between the master cylinder and the front brake wheel cylinders (**Figure 35**). If there is any leakage, tighten the connections and bleed the brakes as described under *Bleeding The System* in Chapter Twelve. If tightening the connection does not stop the leak or if the brake line is obviously damaged, cracked or chafed, replace the brake line assembly and bleed the system as described in Chapter Twelve.

Hydraulic Brake Fluid Change

Every time the reservoir cap is removed, a small amount of dirt and moisture enters the brake fluid system. The same thing happens if a leak occurs or any part of the hydraulic brake system is loosened or disconnected. Dirt can clog the system and cause unnecessary wear. Water in the brake fluid vaporizes at high temperature, impairing the hydraulic action and reducing the brake's stopping ability.

To maintain peak braking efficiency, change the brake fluid at the interval indicated in **Table 1**. To change brake fluid, follow the *Bleeding The System* procedure in Chapter Twelve. Continue adding new brake fluid to the master cylinder and bleed the fluid out at the wheel cylinders until the brake fluid leaving the wheel cylinder is clean and free of contaminants.

WARNING

Use brake fluid marked DOT 3 or DOT 4. Others may vaporize and cause brake failure. Do not intermix different brands or types of brake fluid as they may not be compatible. Do not intermix silicone based (DOT 5) brake fluid as it can

cause brake component damage leading to brake system failure.

Clutch Mechanism Adjustment

The clutch mechanism free play should be checked at the interval indicated in **Table 1**.

This adjustment pertains only to the manual clutch as the centrifugal clutch requires no adjustment. Since there is no clutch cable, the mechanism is the only component requiring adjustment. This adjustment takes up slack due to clutch component wear.

1. Place the vehicle on level ground and set the parking brake.
2. Loosen the locknut and turn the adjusting screw (**Figure 36**) counterclockwise until resistance is felt, then stop.
3. From this point, turn the release screw clockwise 1/4 of a turn. Hold onto the adjusting screw and tighten the locknut to the torque specification listed in **Table 3**.

NOTE

Make sure the adjusting screw does not move when tightening the locknut.

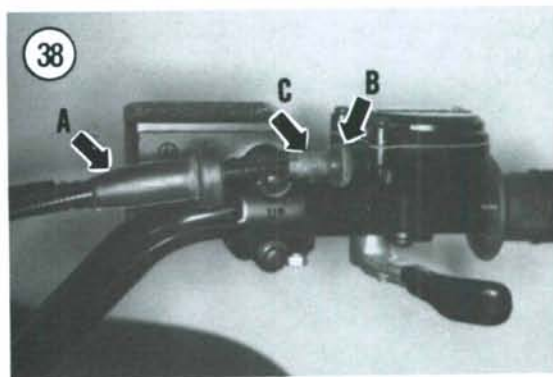
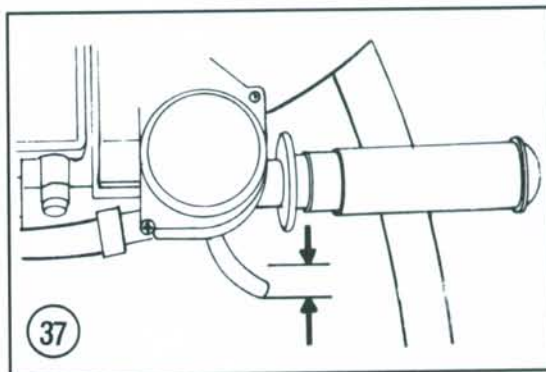
4. After adjustment is completed, check that the locknut is tight.
5. Test ride the vehicle and make sure the clutch is operating correctly. Readjust if necessary.

Throttle Lever Adjustment

The throttle cable free play should be checked at the interval indicated in **Table 1**. The throttle cable should have 3-8 mm (1/8-5/16 in.) of free play measured at the tip of the throttle lever (**Figure 37**).

Minor adjustments can be made at the upper adjuster (hand throttle lever) and major adjustments made at the lower adjustment nut at the carburetor.

1. At the throttle lever, slide back the rubber boot (A, **Figure 38**).
2. Loosen the locknut (B, **Figure 38**) and turn the adjuster (C, **Figure 38**) in either direction until the correct amount of free play is achieved.
3. Hold onto the adjuster and tighten the locknut securely.
4. If the proper amount of free play cannot be achieved, loosen the locknut and turn the adjuster all the way in toward the throttle housing. Hold on to the adjuster and tighten the locknut securely.



5. Remove the fuel tank as described under *Fuel Tank Removal/Installation* in Chapter Seven.
6. At the carburetor, loosen the locknut and turn the adjuster (**Figure 39**) in either direction until the correct amount of free play is achieved.
7. Hold on to the adjuster and tighten the locknut securely.
8. If necessary, readjust the upper adjuster for fine adjustment. Slide the rubber boot back into place.
9. If the proper amount of free play cannot be achieved by using this adjustment procedure, the

cable has stretched to the point that it needs to be replaced. Refer to Chapter Seven for this service procedures.

10. Check the throttle cable from grip to carburetor. Make sure it is not kinked or chafed. Replace as necessary.

Reverse Lock Mechanism

The reverse lock mechanism cable free play should be checked at the interval indicated in **Table 1**. The reverse lock cable should have 2-4 mm (1/16-1/8 in.) of free play measured at the cable end of the hand lever.

1. Measure the free play (**Figure 40**) between the rear brake lever and the cable attachment point on the lever assembly.
2. At the lower end of the cable on the engine, loosen the locknut (A, **Figure 41**) and turn the adjusting nut (B, **Figure 41**) in either direction until the correct amount of free play is achieved.
3. Tighten the locknut securely.

Front Drive Axle Boot Inspection (4-Wheel Drive)

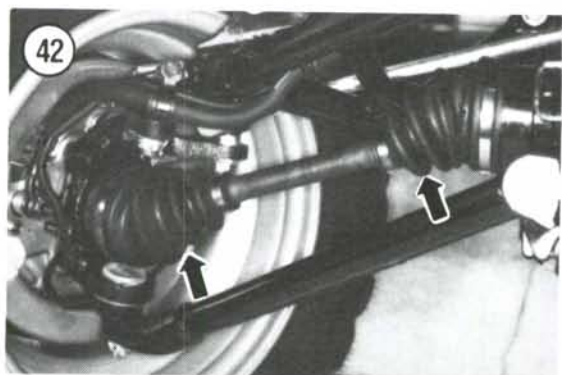
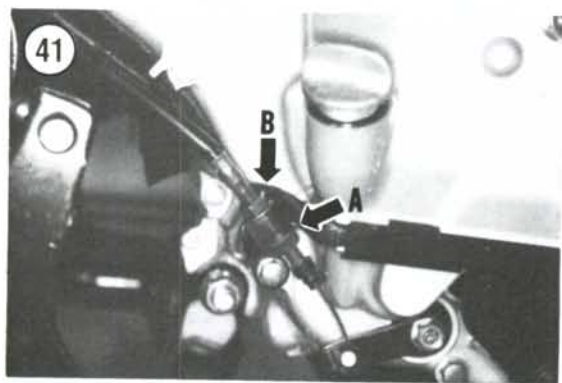
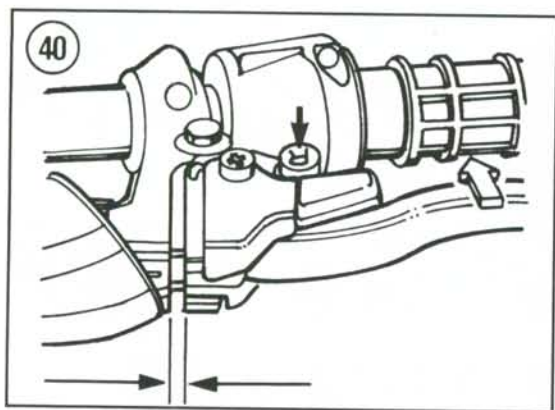
The front drive axle boots are subjected to a lot of abuse if the vehicle is ridden in rough terrain. If the boots are damaged and left unrepaired, the driveshaft joints will be exposed to dirt, mud and moisture, resulting in premature failure. This also allows the loss of critical lubrication.

Check all 4 rubber boots (**Figure 42**) for wear, cuts or damage and replace if necessary as described in Chapter Ten.

Air Filter Element Cleaning

The air filter element should be removed and cleaned at the interval indicated in **Table 1** and replaced whenever it is damaged or starts to deteriorate.

The air filter removes dust and abrasive particles before the air enters the carburetor and engine. Without the air filter, very fine particles could enter the engine and cause rapid wear of the piston rings, cylinder and bearings. They also might clog small passages in the carburetor. Never run the vehicle without the element installed.



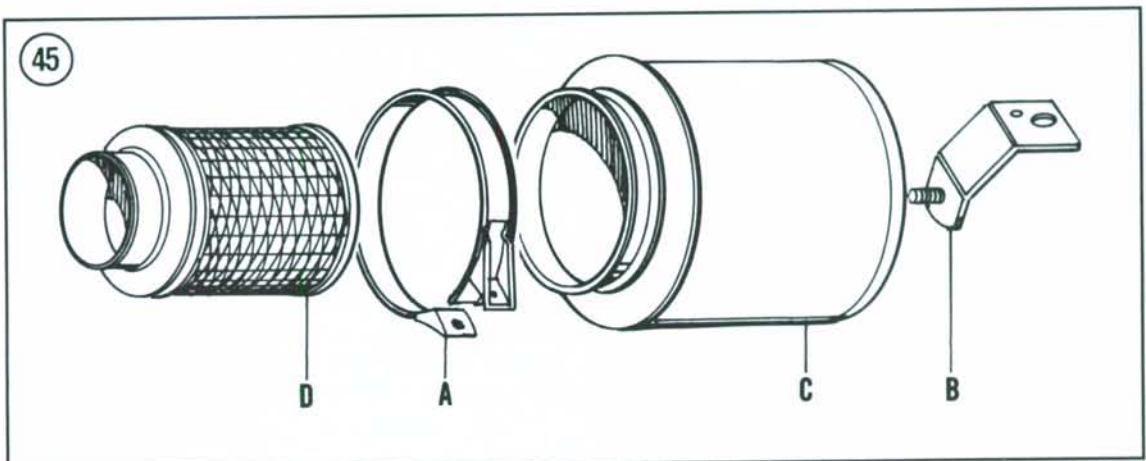
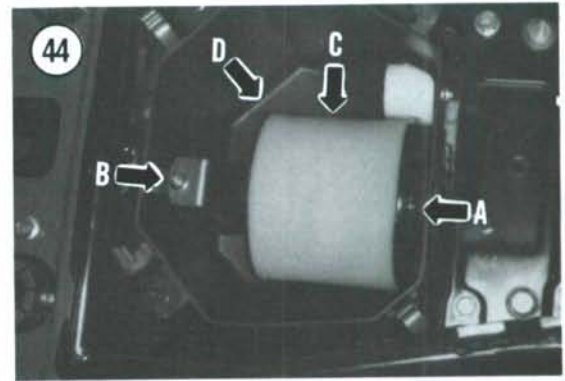
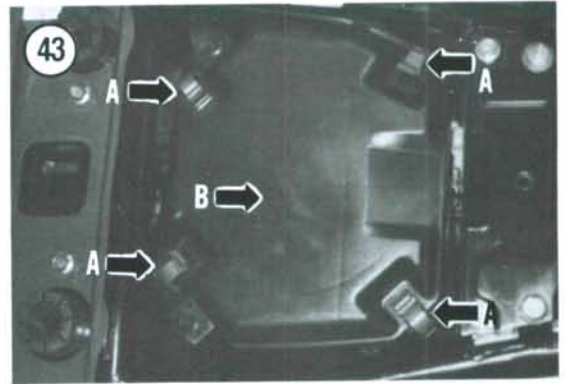
Proper air filter servicing can do more to endure long service from your engine than any other single item.

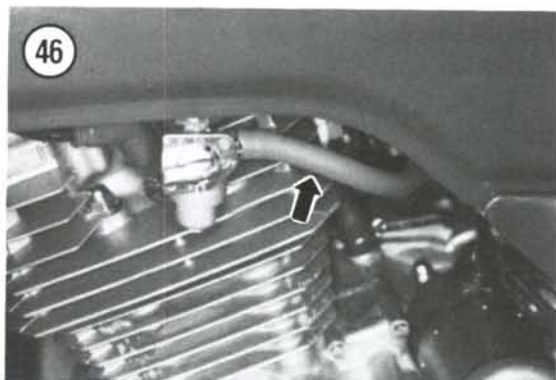
1. Place the vehicle on level ground and set the parking brake.
2. Remove the seat.
3. Release the clips (A, **Figure 43**) securing the air filter case cover and remove the cover (B, **Figure 43**).
4. Loosen the screw (A, **Figure 44**) on the clamping band securing the air filter assembly to the intake tube.
5. Remove the bolt (B, **Figure 44**) securing the air filter assembly to the air box.
6. Remove the air filter assembly (C, **Figure 44**) from the air box.
7. Remove the clamping band (A, **Figure 45**) from the element.
8. Unscrew the stay (B, **Figure 45**) from the element holder.
9. Carefully slide the foam element (C, **Figure 45**) off the element holder (D, **Figure 45**).
10. Wipe out the interior of the air box (D, **Figure 44**) with a shop rag dampened in cleaning solvent. Remove any foreign matter that may have passed through a broken element.
11. Squeeze the end of the drain tube and drain out any residue that has collected in the air box.
12. Inspect the inner seal around the perimeter of the cover, replace if necessary.
13. Clean, inspect and oil the filter element as follows:

- a. Clean the element gently in a non-flammable or high flash point cleaning solvent until all dirt is removed. Thoroughly dry in a clean

shop cloth until all solvent residue is removed. Let it dry for about one hour.

- b. Inspect the element; if it is torn or broken in any area it should be replaced. Do not run with a damaged element as it may allow dirt to enter the engine.
- c. Pour about 21-26 cc (0.7-0.9 oz.) special foam air filter oil onto the element and work it into the porous foam material. Do not oversaturate





the element as too much oil will restrict air flow. The element will be discolored by the oil and should have an even color indicating that the oil is distributed evenly. Let it dry for another hour prior to installation. If installed too soon, the chemical carrier in the special foam air filter oil will be drawn into the engine and may cause damage.

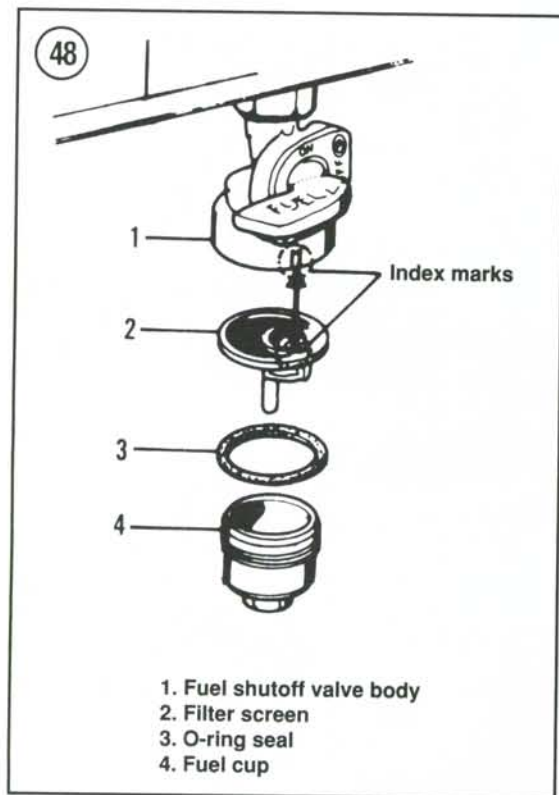
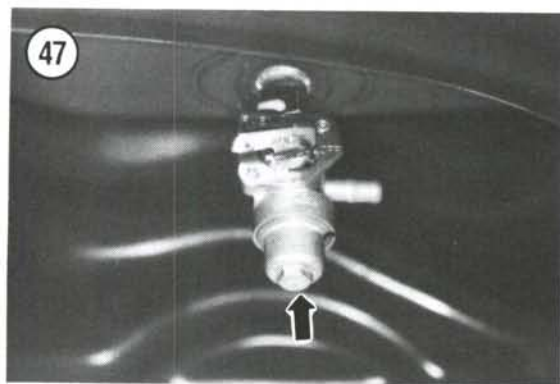
14. Assemble and install the element by reversing these steps.

Fuel Line Inspection

Inspect the fuel line (**Figure 46**) from the fuel tank to the carburetor. If it is cracked or starting to deteriorate, it must be replaced. Make sure the small hose clamps are in place and holding securely.

WARNING

A damaged or deteriorated fuel line presents a very dangerous fire hazard to both the rider and the vehicle if fuel should spill onto a hot engine or exhaust pipe.



Fuel Strainer Cleaning

1. Turn the fuel shutoff valve to the OFF position.
2. Unscrew the fuel cup (**Figure 47**), O-ring seal and filter screen from the base of the fuel shutoff valve. Properly dispose of fuel remaining in the cup.
3. Clean the filter screen with a medium soft toothbrush and blow out with compressed air. Replace the filter screen if it is broken in any area.
4. Wash the fuel cup in solvent to remove any residue or foreign matter. Thoroughly dry with compressed air.
5. On models so equipped, align the index marks on the filter screen and the fuel shutoff valve body (**Figure 48**).
6. Install the O-ring seal and screw on the fuel cup.
7. Tighten the fuel cup securely by hand. Do not overtighten the cup as it may be damaged.
8. Turn the fuel shutoff valve to the ON position and check for fuel leakage.

Fuel Shutoff Valve and Filter Removal/Installation

The integral fuel filter in the fuel shutoff valve removes particles in the fuel which might otherwise enter the carburetor. This could cause the float needle to stay in the open position or clog one of the jets.

1. Turn the fuel shutoff valve to the OFF position and remove the fuel line from the valve to the carburetor.

NOTE

The fuel tank can either be removed or left in place, drain all fuel from the tank in either case. This procedure is shown with the fuel tank removed.

2. Install a longer piece of clean fuel line on to the valve and place the loose end into a clean, sealable metal container. If the fuel is kept clean, it can be reused.

3. Turn the fuel shutoff valve to the RES position and open the fuel filler cap. This will speed up the flow of fuel. Drain the tank completely.

4. Unscrew the locknut (A, **Figure 49**) securing the fuel shutoff valve to the fuel tank and remove the valve (B, **Figure 49**).

5. After removing the valve, insert a corner of a clean shop rag into the opening in the tank to stop the dribbling of fuel onto the engine and frame.

6. Remove the fuel filter from the shutoff valve. Clean it with a medium soft toothbrush and blow out with compressed air. Replace the filter if it is defective.

7. Install by reversing these removal steps while noting the following:

- Do not forget to install the gasket between the valve and the tank.
- Check for fuel leakage after installation is completed.

Choke Valve

If the vehicle is run in wet riding conditions, the carburetor choke valve may become corroded and stick in the CHOKE position. This will lead to a too-rich fuel/air mixture and may foul the spark plug.

Routinely check the operation of the choke and if it is sticking it should be disassembled and cleaned.

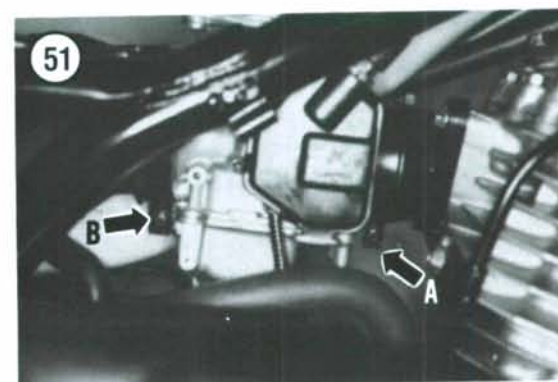
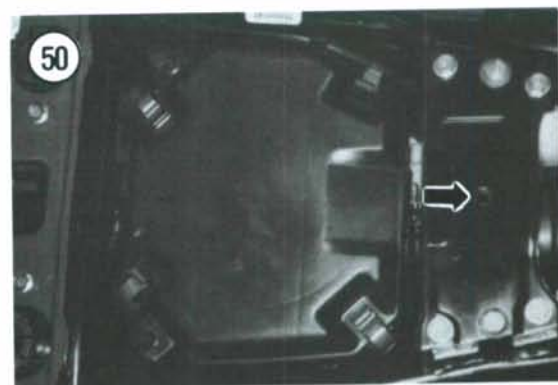
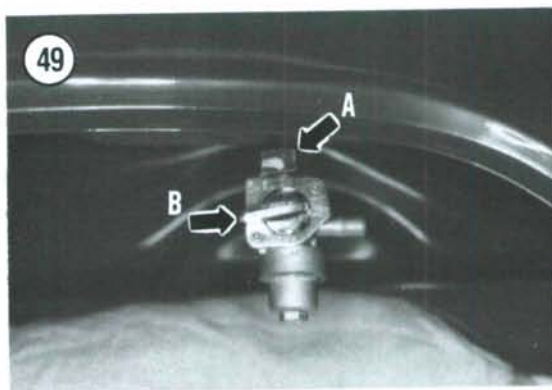
1. Place the vehicle on level ground and set the parking brake or block the wheels so the vehicle will not roll in either direction.

2. Remove the seat.

3. Remove the fuel tank as described in Chapter Seven.

4. Remove the bolts securing the fuel tank bracket (**Figure 50**) and remove the bracket.

5. Loosen the screw (A, **Figure 51**) on the clamping band securing the carburetor to the insulator on the cylinder head.



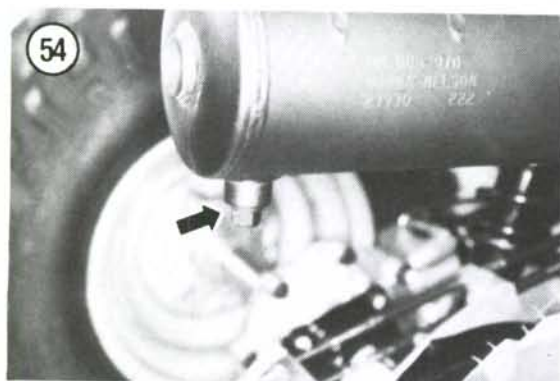
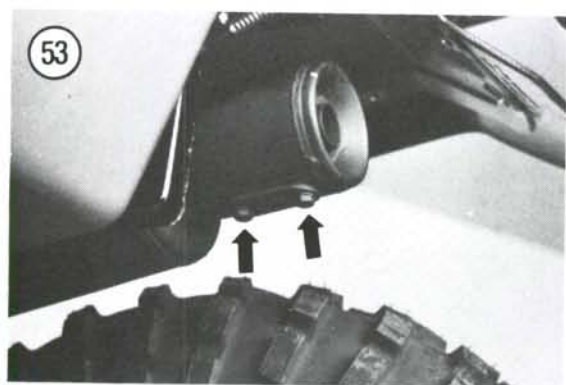
6. Loosen the screw (B, **Figure 51**) on the clamping band securing the carburetor to the air filter air box connector. Slide both clamping bands away from the carburetor.

7. Partially pull the carburetor from the engine and air filter air box.

8. Pull the rubber boot off the choke valve.

NOTE

Prior to removing the choke valve, thoroughly clean the area around it so no dirt will fall into the carburetor.



9. Unscrew the nut (**Figure 52**) securing the choke valve to the carburetor body and remove the choke valve.

10. Clean and inspect the choke valve and the O-ring seal for wear, damage or deterioration. Replace the choke valve if necessary.

11. Lubricate the O-ring seal and the choke valve with WD-40, or equivalent, and reinstall the choke valve into the carburetor. Tighten the nut securely.

12. Reinstall the carburetor and make sure the screws on the clamping bands are tight to avoid a vacuum loss and possible valve damage.

13. Install the fuel tank bracket and tighten the bolts securely.

14. Install the fuel tank as described in Chapter Seven.

15. Install the seat.

Spark Arrestor Cleaning

The spark arrestor should be cleaned at the interval indicated in **Table 1** or sooner if a considerable amount of slow riding is done.

WARNING

To avoid burning your hands, do not perform this cleaning operation with the exhaust system hot. Work in a well-ventilated area (outside of your garage) that is free of any fire hazards. Be sure to protect your eyes with safety glasses or goggles.

1A. On 1988-1991 models, remove the bolts (**Figure 53**) securing the muffler plate and remove the muffler plate and gasket.

1B. On 1992-on models, remove the bolt (**Figure 54**) from the base of the muffler.

2. Wear heavy gloves and block the end opening of the muffler with several shop cloths.

3. Start the engine and rev it up about 20 times to blow out accumulated carbon in the tail section of the muffler. Continue until carbon stops coming out of the muffler opening.

4. Turn the engine off and let the muffler cool off.

5A. On 1988-1991 models, perform the following:

- Inspect the gasket on the muffler plate. If it is damaged or deteriorated, replace it prior to installing the muffler plate.
- Install the muffler plate and gasket and tighten the bolts securely.

5B. On 1992-on models, install the bolt into the base of the muffler and tighten securely.

Wheel Bearings

There is no factory-recommended interval for cleaning and repacking the wheel bearings. They should be serviced whenever the wheel or drum is removed or whenever there is the likelihood of water contamination (especially salt water). The correct service procedures are covered in Chapters Nine and Eleven.

Steering System and Front Suspension Inspection

The steering system and front suspension should be checked at the interval indicated in **Table 1**.

1. Visually inspect all components of the steering system. Pay close attention to the tie-rods and steering shaft, especially after a hard spill or collision. If any signs of damage are apparent, the steering components must be repaired as described in Chapter Nine.
2. Check the tightness of the handlebar holder bolts and nuts (**Figure 55**) securing the handlebar.
3. Make sure the steering stem bushing holder (**Figure 56**) bolts are tight.
4. Make sure the shock absorber upper and lower mounting bolts and nuts are tight (**Figure 57**).
5. Remove the rubber hub covers and make sure each front axle nut is tight and that the cotter pins are in place.
6. Make sure the wheel nuts are tight (**Figure 58**).

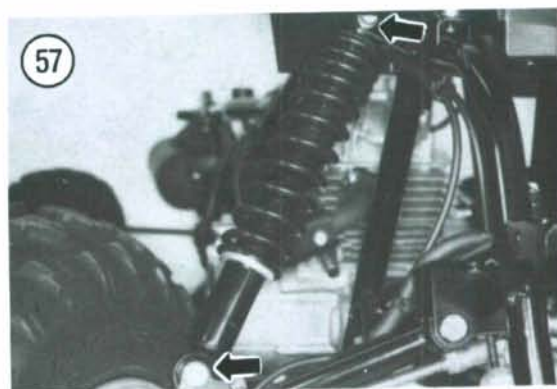
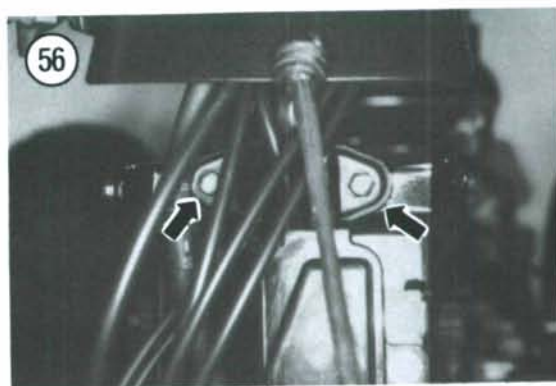
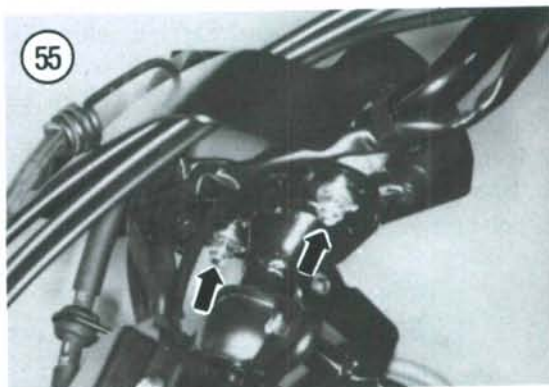
CAUTION

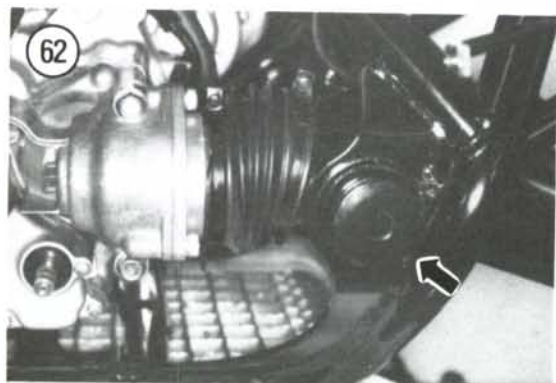
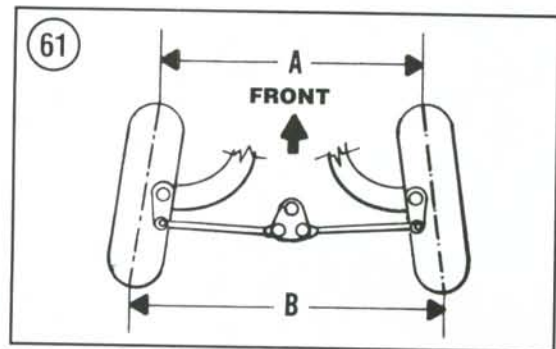
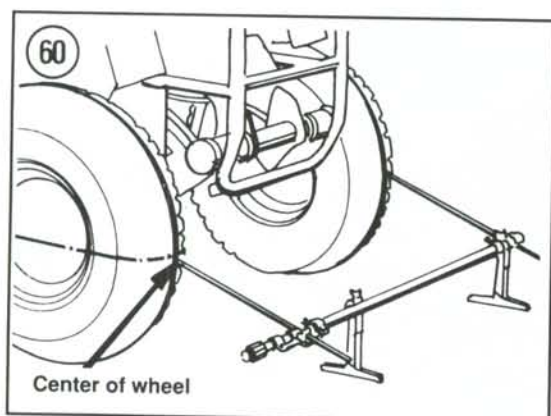
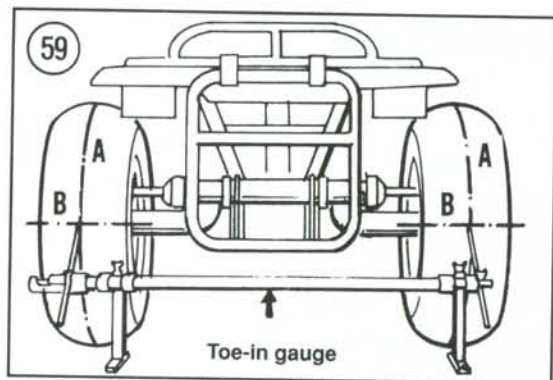
If any of the previously mentioned bolts and nuts are loose, refer to Chapter Nine for correct procedures and torque specifications.

Front Wheel Toe-in Adjustment

The front wheel toe-in alignment should be checked at the interval indicated in **Table 1**.

1. Inflate the front tires to the recommended tire pressure, refer to **Table 2**.
2. Place the vehicle on level ground and set the parking brake. Block the rear wheels so the vehicle will not roll in either direction.





3. Place wood block(s) under the frame so the front wheels are off the ground.

4. Turn the handlebar so the wheels are at the straight ahead position.

5. Hold a scribe or toe-in gauge, white crayon or white tire marker against the center of the front tire (A, **Figure 59**) and spin the wheel slowly. Make sure the line is visible at both the front and rear of the tire. Repeat for the other tire.

6. Also mark the center line of the front axle (B, **Figure 59**) on the front tire

7. Carefully measure the distance between the center line of both front tires at the front and rear as shown in **Figure 60**. The front dimension "A" should be less than the rear dimension "B" by the following (**Figure 61**):

- 2-wheel drive models: 2 mm (0.08 in.).
- 4-wheel drive models: 1988-1990, 8 mm (0.3 in.) or 1991-on, 0 mm (0 in.).

This amount of toe-in is necessary for proper steering. Too much toe-in can cause excessive tire wear and hard steering. Too little toe-in will allow the front end to wander.

8. If the toe-in is incorrect, refer to Chapter Nine for the adjustment service procedure.

Rear Suspension Check

The rear suspension should be checked at the interval indicated in **Table 1**.

- Place wood block(s) under the frame to support the vehicle securely with the rear wheels off the ground.
- Push hard on the rear wheels (sideways) to check for side play in the rear swing arm bearings.
- Remove the cap (**Figure 62**) on each side and make sure the swing arm left-hand pivot bolt (**Figure 63**) and right-hand pivot nut are tight (**Figure 64**).
- Make sure the shock absorber upper (**Figure 65**) and lower (**Figure 66**) mounting bolts and nuts are tight.
- Remove the rubber hub covers and make sure each rear axle nut is tight and that the cotter pin is in place on each side.
- Make sure the wheel nuts are tight (**Figure 67**).
- Make sure the rear axle nuts (**Figure 68**) on each side are tight.

CAUTION

If any of the previously mentioned bolts and nuts are loose, refer to Chapter Eleven for correct procedures and torque specifications.

Skid Plates

The skid plates protect the lower end of the engine, the final drive gear case and the rear brake housing from rock damage. These plates should be checked at the interval indicated in **Table 1**.

1. Check the skid plates for wear, cracks or damage. If the skid plates are cracked or damaged, replace them.
2. Also check for loose or missing mounting bolts. Tighten all bolts securely.

Nuts, Bolts and Other Fasteners

Constant vibration can loosen many of the fasteners on the vehicle. Check the tightness of all fasteners, especially those on:

- a. Engine mounting hardware.
- b. Engine crankcase covers.
- c. Handlebar and front steering components.
- d. Gearshift lever.
- e. Kickstarter lever.
- f. Brake pedal and lever.
- g. Exhaust system.

ENGINE TUNE-UP

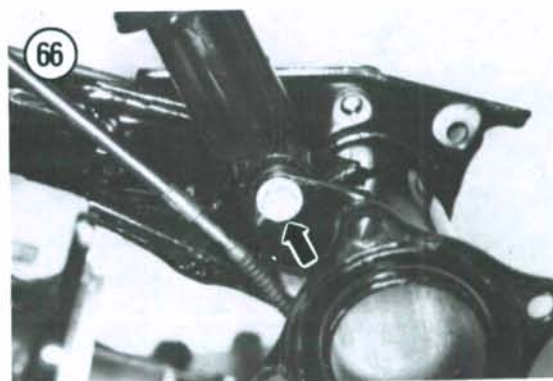
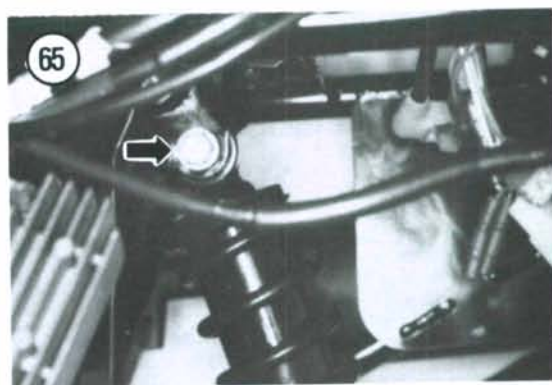
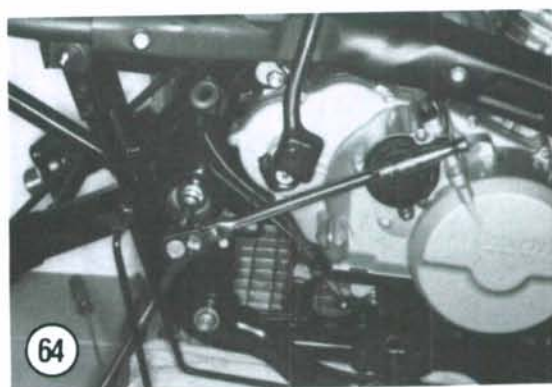
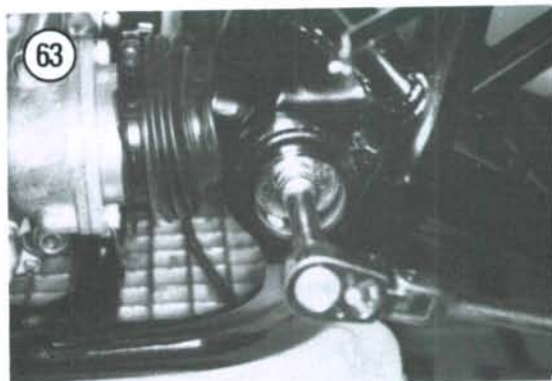
A complete tune-up should be performed at the interval indicated in **Table 1** with normal riding. More frequently, tune-ups may be required if the vehicle is ridden primarily in dusty areas.

The number of definitions of the term "tune-up" is probably equal to the number of people defining it. For the purposes of this book, a tune-up is general adjustment and maintenance to ensure peak engine performance.

Table 5 summarizes tune-up specifications.

The spark plug should be routinely replaced at every other tune-up or if the electrodes show signs of erosion. Have new parts on hand before you begin.

The cam chain tensioner is completely automatic and does not require any periodic adjustment. There



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